Members

Sen. Thomas Wyss, Chairperson

Sen. James Merrit Sen. James Banks

Sen. Vaneta Becker

Sen. Ronald Grooms Sen. Allen Paul

Sen. James Smith

Sen. James Arnold

Sen. Timothy Lanane

Sen. Earline Rogers

Rep. Edmond Soliday

Rep. Michael Speedy

Rep. William Davis

Rep. Jud McMillin

Rep. Wendy McNamara

Rep. Robert Morris

Rep. Thomas Saunders

Rep. David Yarde

Rep. Nancy Dembowski

Rep. Edward DeLaney

Rep. Phil Pflum

Rep. Steven Stemler Rep. Michael White

LSA Staff:

Stephanie Wells, Fiscal Analyst for the Joint

Study Committee

Karen Firestone, Fiscal Analyst for the Joint

Study Committee

Sarah Freeman, Attorney for the Joint Study

Committee

Authority: IC 2-5-28.5

JOINT STUDY COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE ASSESSMENT AND SOLUTIONS

Legislative Services Agency 200 West Washington Street, Suite 301 Indianapolis, Indiana 46204-2789 Tel: (317) 233-0696 Fax: (317) 232-2554

MEETING MINUTES¹

Meeting Date:

September 6, 2012

Meeting Time:

10:00 A.M.

Meeting Place:

State House, 200 W. Washington St.,

Room 404

Meeting City:

Indianapolis, Indiana

Meeting Number:

Members Present:

Sen. Thomas Wyss, Chairperson; Sen. Ronald Grooms; Sen. James

Smith; Sen. James Arnold; Sen. Earline Rogers; Rep. Edmond Soliday; Rep. Michael Speedy; Rep. William Davis; Rep. Jud

McMillin; Rep. Wendy McNamara; Rep. Robert Morris; Rep. Thomas

Saunders; Rep. Edward DeLaney; Rep. Phil Pflum.

Members Absent:

Sen. James Merritt; Sen. James Banks; Sen. Vaneta Becker; Sen.

Allen Paul; Sen. Timothy Lanane; Rep. David Yarde; Rep. Nancy

Dembowski; Rep. Steven Stemler; Rep. Michael White.

I. Call to Order

Chairman Wyss called the meeting to order at 10:05 a.m. and asked the members present to introduce themselves.

II. Congressman Larry Bucshon, Indiana's 8th Congressional District

Congressman Bucshon, who serves on the United States House Transportation and Infrastructure Committee ("Transportation Committee"), spoke about the transportation reauthorization bill recently passed by Congress. The bill, known as the Moving Ahead for Progress in the 21st Century ("MAP-21"), is an 18-month reauthorization that includes prior-year

¹ These minutes, exhibits, and other materials referenced in the minutes can be viewed electronically at http://www.in.gov/legislative Hard copies can be obtained in the Legislative Information Center in Room 230 of the State House in Indianapolis, Indiana. Requests for hard copies may be mailed to the Legislative Information Center, Legislative Services Agency, West Washington Street, Indianapolis, IN 46204-2789. A fee of \$0.15 per page and mailing costs will be charged for hard copies.

funding for each state in Fiscal Year 2012 and parity amongst the states for increases to take place in Fiscal Year 2013.

The Congressman outlined that MAP-21 is the first time that transportation funding increases were done equally for all states. Other changes outlined in the Congressman's remarks (see Exhibit A) included streamlining of the federal environmental review process, changes that will benefit Indiana's RV industry, and holding Indiana harmless for the lease of the Indiana Toll Road (earlier versions of the bill would have penalized Indiana by more than \$40 million per year).

In closing, Congressman Bucshon indicated that MAP-21 is not perfect, but goes far towards placing Indiana in a better position for future reauthorization bills.

III. Cameron Carter, Vice President, Economic Development, Small Business Policy, and Federal Relations, Indiana Chamber of Commerce

Mr. Carter indicated that MAP-21 continues to be of great interest to the Indiana Chamber's 5,000-plus members and is viewed as a compromise bill. MAP-21 accelerates project delivery throughout the 18 months that it is in effect and streamlines the environmental review process substantially. Mr. Carter stated that the current review process has been known to hold certain projects up for up to a decade.

While extolling the streamlining within the bill, Mr. Carter indicated that there are several missed opportunities that will need to be addressed in subsequent reauthorization bills. These include:

- Re-insert the Clean Air Act provisions that were found in the original House version of the bill.
- Firm up environmental review deadlines.
- Include a "safe harbor" provision to protect against unnecessary litigation against the lead agency.
- Remove the ability for remonstration.

Mr. Carter concluded that MAP-21 did not solve systemic funding problems for Indiana, but is rather a stop-gap measure. Representative Soliday and Mr. Carter then discussed the viability of continuing to provide transportation funding through a gas tax.

IV. Laurie Maudlin, Build Indiana Council

Ms. Maudlin presented additional information on the MAP-21 bill. Total highway funding under the bill remained stable, with a 1.4% inflationary increase. The bill transfers \$20 billion to the Highway Trust Fund for two years in order to keep transportation spending flat. Ms. Maudlin also outlined future projected federal spending levels and the challenges facing Indiana due to a projected lack of future funding (see Exhibit B).

V. Commissioner Michael Cline, Indiana Department of Transportation

Commissioner Cline presented an update on the activities of the Indiana Department of Transportation (INDOT) (see Exhibit C). The Commissioner stated that 78% of Major Moves projects have been completed or are currently under construction. Also, INDOT is doing more with less. Despite record construction years and additional infrastructure, INDOT is spending less annually for operations than they did in 2005 (adjusted for inflation).

INDOT recently conducted a comprehensive customer satisfaction survey. According to the results of the survey, INDOT has very low dissatisfaction rates in regards to overall customer service, value of gas tax dollar, and other metrics, such as the satisfaction level of the quality of snow and ice removal.

Commissioner Cline briefly touched on the condition of INDOT's inventory of roads and bridges and gave an update on the condition of INDOT's bridge and road inventory (excellent/good versus satisfactory and fair/poor). As well, the Commissioner spoke to future expected federal funding levels and State Highway Fund revenues. By 2016, INDOT's operating expenses and the required state matching funds needed for federal transportation projects will exceed INDOT's projected State Highway Fund revenues.

Commissioner Cline ended by stating that INDOT has been a good steward of available funds, has done a good job at meeting project timeliness goals, and has high customer satisfaction. The Commissioner and Representative Davis discussed federal funding available to INDOT. Representative Delaney asked the commissioner questions regarding light rail opportunities as well as the possibility of a vehicle miles traveled ("VMT") funding structure. Commissioner Cline indicated that INDOT has not extensively reviewed either of these issues. Senator Smith and Representative Morris inquired as to the percentage of road work that is contracted out as well as the percentage of roads that are warrantied by the road builder. Representative Soliday asked Commissioner Cline about best practices on paving cycles. The commissioner responded that INDOT is in the forefront on this issue and is reviewing their traditional pavement designs. Their new asset management system should be helpful in this regard.

VI. David Holt, Vice President, Operations and Business Development, Conexus Indiana Mr. Holt spoke to the importance of logistics to the economy of Indiana. He then emphasized that Conexus Indiana's goal is to increase manufacturing and logistics in Indiana, thereby increasing the average wage for Hoosiers, as most manufacturing and logistics are 33% higher than the state's median income.

Mr. Holt emphasized Indiana's needs, specifically in the arenas of transportation bottlenecks, lack of direct rail service, underutilized air facilities, lack of efficient mode-to-mode connectivity, as well as problems with decaying locks and lack of dredging.

Mr. Holt outlined Conexus' funding plan for roads, airports, and waterways (see Exhibit D). Conexus is currently working on developing their funding plan for railroads.

Chairman Wyss then discussed his support of a logistics tax credit. Representative Morris asked for specifics on how such a proposal would work, which Mr. Holt outlined in detail. Representative Soliday and Mr. Holt discussed the practicality of devolution, a limited form of which is advocated by Conexus.

Representative McNamara questioned Mr. Holt on the feasability of waterway pleasure craft fuel fees, given that there were limited numbers of waterway fuel stations in Indiana, with the majority along the Ohio River being in Kentucky. Representative Davis had several questions regarding container yards and switching yards and the Conexus position on providing incentives to bring those types of facilities to Indiana.

Senator Smith asked Mr. Holt for the expected fiscal impact of the funding proposals recommended by Conexus. Mr. Holt did not have those available, but indicated that he would send them to Senator Smith.

VII. Dennis Faulkenberg, APPIAN

Mr. Faulkenberg outlined Indiana's transportation funding sources and compared them with neighboring states. Indiana's gas tax is \$0.18 per gallon and is the lowest of all of the neighboring states. Indiana's special fuels (diesel) tax is \$0.16 per gallon plus an \$0.11 surcharge, making it greater than Michigan's \$0.15 diesel tax but lower than Ohio's \$0.28 diesel tax. However, Indiana is far surpassed by neighboring states when it comes to vehicle and motor carrier fees used on roads. At \$219 million per year, Indiana is less than one-half of the

next lowest state, which is Kentucky at \$485 million per year (see Exhibit E).

Mr. Faulkenberg touched on possible new fuel-based funding sources that are utilized by other states. He mentioned variable and indexed fuel taxes, alternative fuel taxes, oil company taxes, and gross receipts taxes.

Other trends in transportation funding include VMT pilot projects, many of which have encountered problems with technology, privacy, and a current federal prohibition on VMT revenue being used as state leverage for federal transportation projects. Funding sources also discussed included impact fees, traffic camera fines, vehicle emission fees, inspection fees, rental car fees, vehicle weight fees, and license fees.

A variety of nontraditional funding trends such as public-private partnerships ("P3's"), supplementing transportation funding with general funds, and bonding were discussed.

Mr. Faulkenberg outlined his recommendations to the Committee, which included ending diversions of fuel tax revenues, utilizing sales taxes on fuels for transportation, applying road use fees for all vehicles regardless of fuel type, indexing taxes and fees for inflation, and evaluating the wheel tax enactment process.

Mr. Faulkenberg, Representative Soliday, Chairman Wyss, and Representative Morris discussed INDOT specifications and road warrantees. Mr. Faulkenberg indicated that he was unable to speak on behalf of INDOT on these issues.

VIII. Chairman Wyss and Representative Soliday - Transportation Needs and Opportunities

Representative Soliday and Chairman Wyss submitted a matrix to the Committee that would outline current and potential future tools to counties, municipalities, airports, and passenger rail. The Chairman and Representative Soliday asked the representatives of the Association of Indiana Counties and the Indiana Association of Cities and Towns to survey their members to determine transportation funding needs for each local unit. In addition, each local unit shall be asked to give their opinion on the viability of the potential future tools (see Exhibit F). This survey information will be submitted to the Legislative Services Agency in order to empirically determine local needs, gaps in funding, and potential new funding options.

Representative Davis, Representative Delaney, Representative Morris, Representative Saunders, Representative McNamara, and Senator Smith had several questions of clarification for Representative Soliday on this matrix. It was explained by Representative Soliday that there is no comprehensive or up-to-date transportation needs analysis available in Indiana. This survey and matrix will seek, in part, to address this information gap in order to assist the Committee and other legislators in making informed transportation funding decisions.

Andrew Berger for the Association of Indiana Counties stood and testified that he did not foresee a problem with gathering the necessary information for the matrix. The results of these surveys will be discussed at the next meeting of the Committee.

Chairman Wyss then set the next meeting for Tuesday, October 9, 2012, and adjourned the meeting.

Thank you Senator Wyss and Representative Soliday for having me here today. As many of you know, I was selected and served as a conferee on the Highway Re-authorization earlier this year. I was one of seven freshman chosen for the conference committee and personally attended many of the negotiating sessions with the House and Senate staff.

Moving Ahead for Progress in the 21st Century, known as MAP 21, is a fully funded 18 month reauthorization of our transportation programs. Every state will receive the same amount of money they received in Fiscal Year 2012, and for Fiscal Year 2013, each state will receive the same percentage increase.

Funding levels for each state was the final thing we negotiated, past midnight on the final day of discussions. In the past, states like Indiana have received less than what they have contributed and have been considered a donor state. During negotiations, myself and a few of my colleagues made it clear that past funding formulas were a non-starter with us – we wanted greater fairness from the system for our constituents and states.

Indiana's rate of return had previously been 92%, it will now be over 97%. These funding formulas still aren't perfect and we have additional

Exhibit A
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

work to do, however, this is a step in right direction for future transportation bills and for Indiana's infrastructure projects.

Many of you may have heard that in the original Senate version of MAP21, Senators Bingaman and Durbin offered an amendment that would have punished Indiana for the innovative lease of the toll road. Indiana would have been punished by withholding over \$40 million a year in federal funding. This was also a contentious issue during conference meetings and I personally negotiated with Senator Durbin's office on this issue.

I'm proud that our efforts were successful and this language was not included in the final bill – again preserving more than \$40 million per year.

In addition to these major victories for Indiana, MAP 21 streamlines the environmental review process, provides more flexibility to states and consolidates nearly 2/3 of our transportation programs.

There will now be firm deadlines for agencies to review permits where previously there were no deadlines for an agency to review a permit.

Any project that has under \$5million in federal funding will not have to go through the National Environmental Policy Act (NEPA) review

process. There is also an expedited process for projects that are destroyed by a natural disaster such as a tornado or a hurricane. In the past, those projects had to go through the entire process, as if we were building a new road rather than replacing it. These reforms should reduce the time it takes to finish a project from 15 years to seven years – saving both time and scarce resources.

In SAFTEA-LU states were required to spend 10% of their federal dollars on building bike paths and beautifying right of ways. While I believe these things are important to local communities, gas tax dollars should not be mandated to fund these types of projects. Under MAP 21, states will be able to use 50% of their allotted "enhancement" money for transportation related projects. We need to focus our gas tax dollars on moving people and products while giving flexibility to state and local governments.

One final Indiana specific portion of MAP 21 relates to our RV industry. New emission standards require RVs to have additional equipment, making them heavier and exceeding the federal law of weight per axle that can travel over bridges. Motorcoaches and city buses had previously received an exception to be able to travel freely over bridges, however RVs were not included. We added language that would include RVs, freeing up one more regulation on this industry and

hopefully creating greater demand and more jobs for hard working Hoosiers.

While MAP 21 is not a perfect bill, it is a major improvement from SAFTEA-LU and puts Indiana in a better position for future bills. I look forward to answering any questions you may have.

IMPACT OF MAP 21 ON INDIANA'S ROAD FUNDING

LAURIE MAUDLIN APPIAN SEPTEMBER 6, 2012



Exhibit B
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

BACKGROUND OF FEDERAL PROGRAM

- Previous legislation known as SAFETEA LU
- Expired on September 30, 2009
- House and Senate committees proposed legislation during 2011
- Bigger budget picture was always in the background
- Big push came this summer

MAP 21 AND INDIANA

- Total highway funding kept stable, with 1.4% inflationary increase
- In FY13, each state gets FY12 dollar amount
- In FY14, each state receives same percent increase
- Program consolidation makes funds more flexible, won't limit project choices

MAP 21: INNOVATIVE FINANCING

- Increases TIFIA availability
 - TIFIA provides direct loans, guarantees, & credit
 - \$750M available in FY13 and \$1B in FY14
- No penalty for pursuing P3's
- Allows tolling for new capacity on Interstates
 - Existing untolled lanes must remain
 - Equal number of tolled and untolled

FUTURE OF HIGHWAY TRUST FUND

- MAP 21 provides necessary relief
- Transfers \$20B+ to Highway Fund for 2 years
- Revenues continue to decline in future
 - Vehicle miles travelled has flattened
 - Economic slowdown decreased revenues
 - Fuel efficiency/alternative fueled vehicles
- Baseline spending above projected revenue

FUTURE OF HIGHWAY TRUST FUND

HIGHWAY TRUST FUND PROJECTIONS

Based on CBO Score of MAP-21 (June 2012)

Highway Account

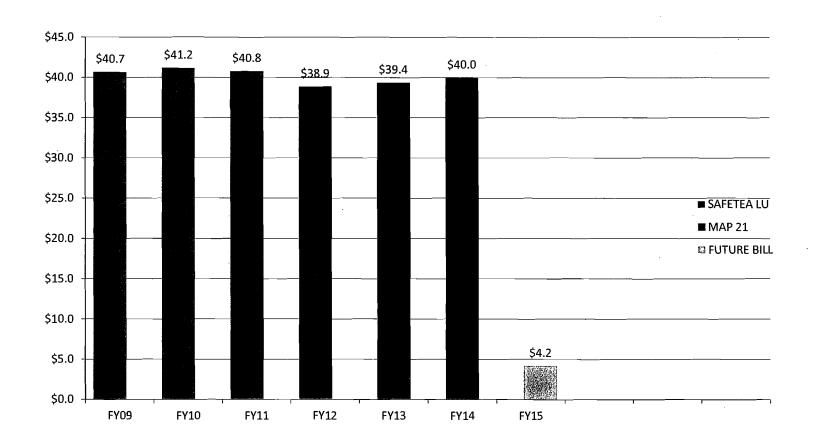
							_				
Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Beginning-of-year Balance	\$14	\$8	\$4	\$4	-\$6	-\$15	-\$24	-\$33	-\$42	-\$52	-\$62
Revenues and Interest	\$33	\$33	\$33	\$34	\$35	\$36	\$36	\$36	\$36	\$37	\$37
Intragovernmental Transfers	\$2	\$6	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Outlays	\$42	\$43	\$44	\$44	\$44	\$45	\$45	\$46	\$46	\$47	\$47
End-of-year Balance	\$8	\$4	\$4	-\$6	-\$15	-\$24	-\$33	-\$42	-\$52	-\$62	-\$72

Mass Transit Account

Outlays End-of-year Balance	\$7 \$5	\$8 \$5	\$8 \$1	\$9 - \$3	\$10 - \$7	\$10 - \$12	\$10 - \$16	\$9 - \$20	\$9 - \$24	\$10 - \$29	\$10 - \$33
Intragovernmental Transfers	\$0	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues and Interest	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Beginning-of-year Balance	\$7	\$5	\$5	\$1	-\$3	-\$7	-\$12	-\$16	-\$20	-\$24	-\$29
Fiscal Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022

TOTAL HTF BALANCE	\$13	\$9	\$5	-\$9	-\$22	-\$36	-\$49	-\$62	-\$76	-\$91	-\$105
	,	, -		, ,		,	γ	,	7.0	7.	7

FEDERAL SPENDING LEVELS



CHALLENGES AHEAD

- National highway funding levels
- Indiana's share of those dollars
- Appropriate uses of federal gas taxes
- New strategies?

Questions?

Laurie Maudlin APPIAN (317) 822-9206

Joint Study Committee on Transportation & Infrastructure Assessment & Solutions

Indiana General Assembly

Michael B. Cline, P.E., PTOE

Commissioner, INDOT

September 6, 2012



Exhibit C
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

INDOMMISSION & Values

■ INDOT Mission:

■ INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth

■ INDOT Values:

- Respect
- Teamwork
- Accountability
- Excellence



INDXOLEBIE NE

- 6 district offices
- 3,722 employees
- 1,083 snow trucks
- \$389 million/annual operating budget
- \$1 billion/annual capital expenditures
- 28,400 total lane miles
 - 5,100 lane miles of interstate
 - 16,500 lane miles of two-lane roads
 - 5,300 INDOT-owned bridges



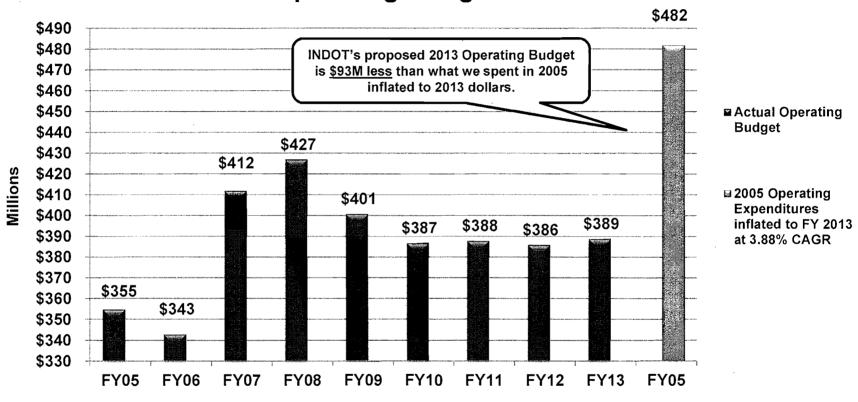


■ 78% of Major New projects on the original schedule 2006 through 2011 have been completed or are under construction now.

Project	Miles	% Miles	Est. \$ CN	Open to	Next	Final Letting
		Let	Cost (m)	Traffic	Letting	
I-80/94 Interchange		100	\$197	Aug. 2011	-	2009
Accelerate 465	11	100	\$423	Dec. 2012	-	2010
US 24 Fort to Port	11	100	\$93	Nov. 2012	-	2010
I-69 Evansville to Crane	67	100	\$700	Nov. 2012	-	2011
Milton-Madison Bridge	1	100	\$104	April 2013	-	2010
US 31 Kokomo	13	100	\$155	Dec. 2013	-	May 2012
SR 25 Hoosier Heartland	36	100	\$327	Dec. 2013	-	July 2012
US 31 Plymouth to South Bend	20	92	\$223	Dec. 2014	Feb. 2013	April 2013
I-69 Crane to Bloomington	27	73	\$400	Dec. 2014	Sept. 2012	Oct. 2012
US 31 Hamilton County	13	16	\$320	Dec. 2015	Oct. 2012	Oct. 2012



Operating Budgets



Despite Record Construction Years and Added Infrastructure, INDOT is Spending Less Annually for O&M than Inflation-Adjusted FY 2005.

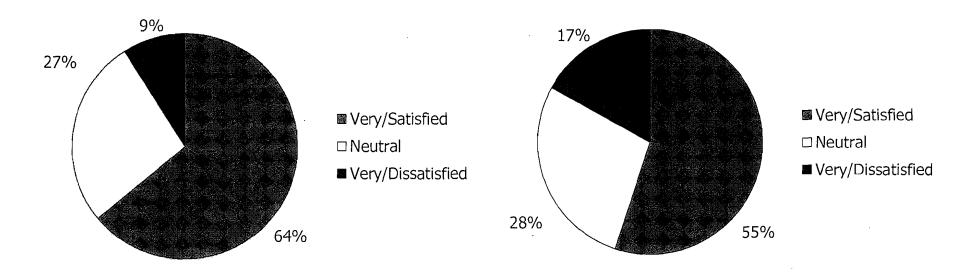
3.88% Rate: INDOT Resource Composite Weighted Average Inflation (FY 2005 - 11) - Multiple Sources



How satisfied are you with the job your DOT has done in the past two years?

INDOT

Surrounding DOTs

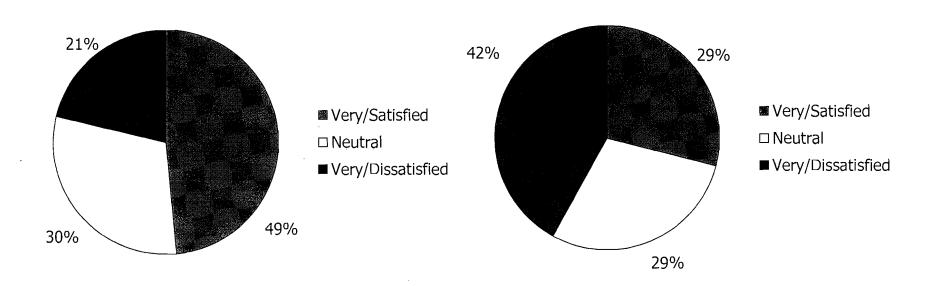




How satisfied are you with the value you are receiving for your gasoline taxes?

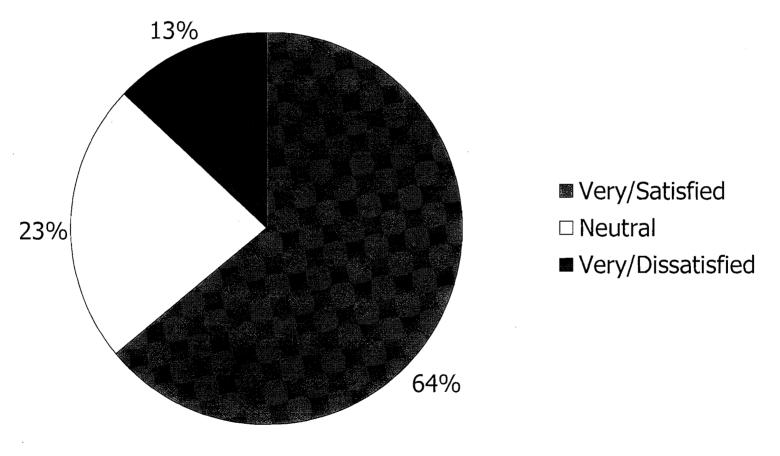
INDOT

Surrounding DOTs

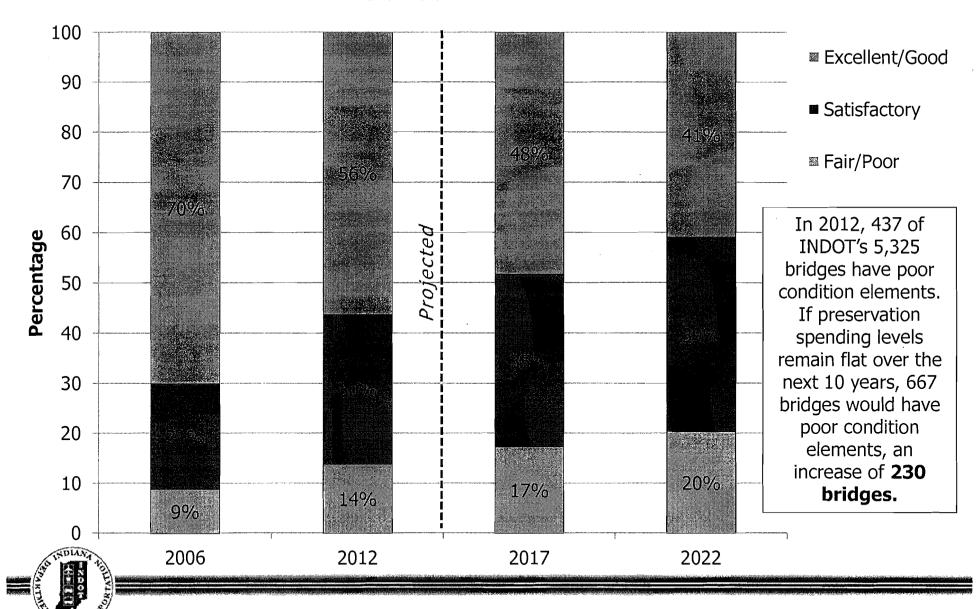




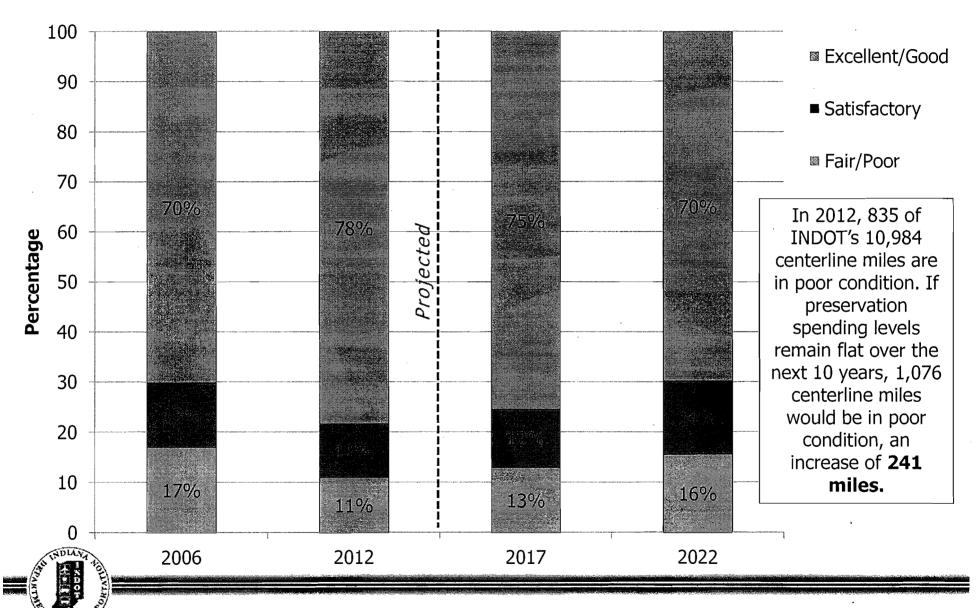
Satisfaction Level of Snow and Ice Removal

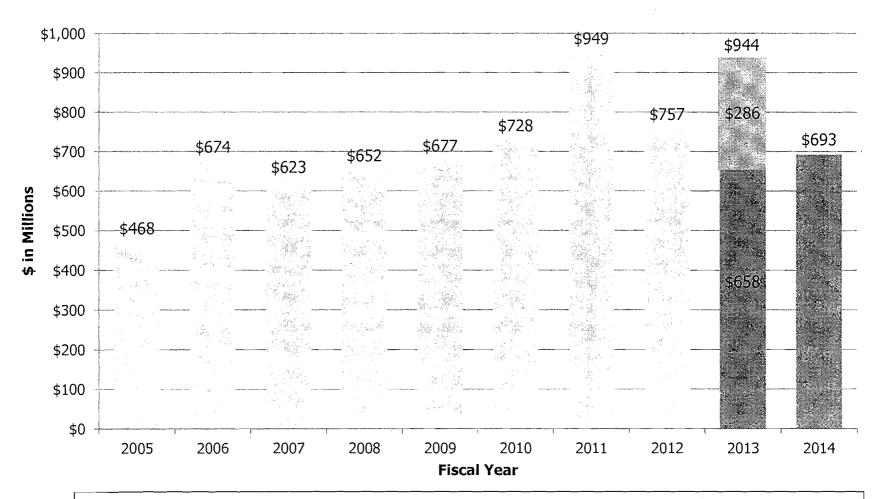






ikave nasnikoorondons





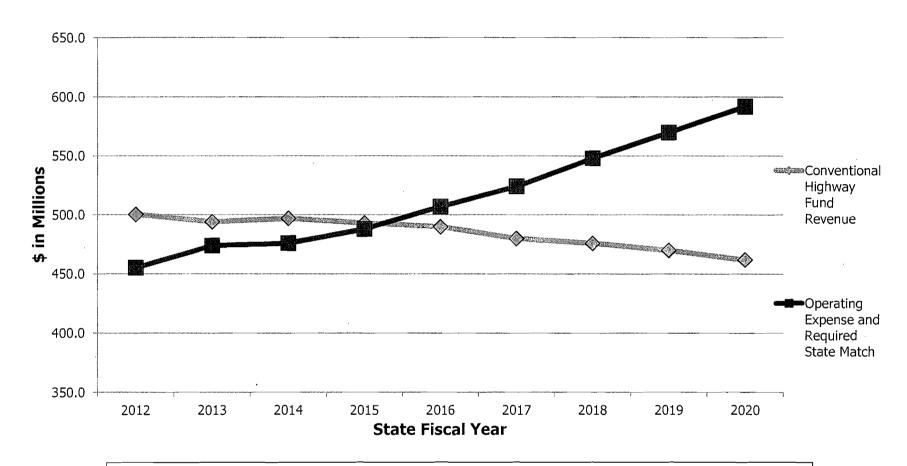
The Blue Bars Indicate the Estimated Obligation Limitation Under MAP-21 that INDOT Will Receive in FY 2013 & FY 2014.



- Gasoline Fuel Tax (43%)
- Diesel Fuel Tax (16%)
- Motor Carrier Surcharge (12%)
- Bureau of Motor Vehicle Fees & Interstate Registration (21%)
 - Registrations
 - Titles
 - Operator License Renewals
- Other, Net (8%)

INDOT is **NOT** a General Fund Agency

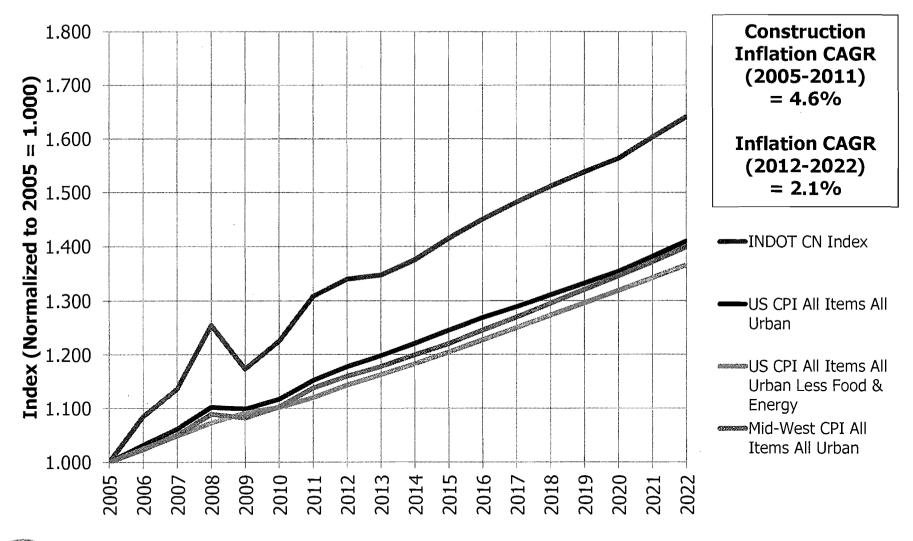




By 2016, Operating Expenses and the Required State Matching Funds will Exceed INDOT's Projected State Highway Fund Revenues.



Source: Indiana Department of Transportation (INDOT) Revenue Reports





Questions?



Indiana General Assembly Joint Study **Committee on Transportation and** Infrastructure Assessment and Solutions September 6, 2012 Phase I and II: A Plan for Indiana's Logistics Future CONEXUS INDIANA

Exhibit D
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

Importance of Logistics

- Logistics employs more than 300,000 Hoosiers.
- An estimated 75,000 more Hoosiers are employed in logistics positions by the state's manufacturers.
- Logistics jobs on average pay 15% more than the average private sector job.



"Crossroads of America"

Economic Impact:

- \$10 billion or 4.1% of Indiana's 2011GDP
- Employs approximately 300,000 people in Indiana

Indiana's Infrastructure:

- 1st in Interstate Access with 14 Interstate Highways
- 1st in pass-through interstates
- 12th in interstate highway miles
- 9th in rail miles with 4,446 miles
- 4 Intermodal Rail Facilities
- 2nd largest FedEx hub in the world
- Strong network of airport facilities
- 4 of the top 125 cargo airports serving Indiana (wait for Laura's changes)
- 3 Public Ports
 - 2 on the Ohio River
 - 1 on Lake Michigan

Indiana's Advantages:

- 75% of U.S. & Canadian Populations within a Day's Truck Drive
- Indiana has a trade surplus
- Leader in exports/imports of important commodities (coal, iron/steel products, grains, food products, scrap metals, etc.)



Executive Summary

• The Conexus Indiana Logistics Council (LC) is a forum of 47 logistics executives and thought leaders from throughout Indiana representing the following logistics sectors – air; infrastructure; rail; trucking; warehousing/distribution; waterborne; advanced manufacturing and service firms. Logistics users are manufacturers; distributors/warehousing; and third party providers.

• LC is working to:

- Enhance the environment for companies in advance manufacturing and logistics to grow their business, taking advantage of Indiana's position at the heart of the global supply chain;
- Create a more attractive environment for manufacturing and logistics companies to relocate to or expand in Indiana, thereby creating jobs and increasing state and local revenue; and
- Create high paying jobs for Hoosiers: the average wage of Indiana manufacturing and logistics jobs is more than 33% higher than the state's median income.



Logistics Council Executive Committee

- Chaired by Chip Edgington, Executive Vice President of Redcats USA
- Five Task Force Groups
 - Infrastructure Vacant; Past Chair Torrance Richardson, Ex. Director of Fort Wayne-Allen County Airport Authority in Fort Wayne
 - Public Awareness Chaired by J. Mark Howell, President of Brightpoint Americas, Inc. in Plainfield
 - Public Policy Chaired by Don Miller, Jr., President of Mt. Vernon
 Barge Service in Mount Vernon
 - Recruitment Chaired by Cathy Langham, President of Langham Logistics
 - Workforce Development Chaired by Chip Edgington, Executive Vice President of Redcats in Indianapolis
- 45 Members from around the State



Logistics Council Members











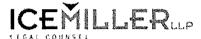




















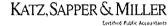














































































Indiana's Needs

Limitations:

- Transportation "bottlenecks"
- Lack of direct rail service
- Underutilized air facilities with little international freight movement
- Lack of efficient mode-to-mode connectivity (e.g. road to rail, road to water, road to air, rail to water)
- Decaying locks infrastructure
- Lack of dredging that prohibits barges/ships to maximize capacity

Impact of Inaction:

- Increased costs
- Potential environmental impacts
- Inefficient freight movement
- Loss of productivity for Indiana's businesses
- Decreased safety



Infrastructure Goals

- 1. Reduce bottlenecks that improve the reliability and efficiency of freight movement leading to less congestion, lower infrastructure repairs, and lower emissions.
- 2. Ensure global access by connecting Indiana cities based on impact and potential to Interstate-like access.
- 3. Create better connectivity of Indiana's water ports via roads and rail modes and improving the reliability and efficiency of water freight movement.
- 4. Develop a fast and efficient process for unplanned economic development infrastructure needs.
- 5. Develop and implement the utilization of transportation networks that provide direct rail, truck access and air cargo expansion leading to the improvement and establishment of multimodal and intermodal service and air cargo facilities.



Workforce Development Goals

- 1. Increase the skill levels of Indiana logistics workers through workforce education programs.
- 2. Increase the upward mobility and job prospects of current and future Indiana logistics workers.



Key Go-Gets

Infrastructure

- 1. 2 or 3 large intermodal/multimodal facilities for Indiana (In Process)
- 2. Construction and redesign of key locks (In Process)
- 3. Plan to attract air freight business to Indiana (In Process)
- 4. Completion of key infrastructure projects in bottleneck regions (Ongoing)
- 5. Identify and create a plan to improve/provide infrastructure-like access to regions/cities with limited access based on impact and potential (Completed)

Public Policy

- 1. Develop a public policy package to be provided to the Governor and General Assembly representing the needs of the logistics industry (In Process)
- 2. Become a resource to public and private sectors (Ongoing)

Workforce Development

- 1. Identify logistics job skills gap areas (Complete)
- 2. Work with postsecondary education to develop curriculum for portable logistics curriculum (Complete)
- 3. Identify a company that will create a logistics on-line educational program using new curriculum leading to portable credential (Complete)



State Public Policy

Overview

- Public-Private Partnership Authority (Complete)
- Transportation and Logistics Tax Credit (In Process)
- Vacant Building Incentives (Under Development)

Outcomes

- Increase transportation mode investment by public and private sectors
- Incentivize logistics investment
- New attraction for businesses to locate and grow in Indiana
- Increased economic activity for current Hoosier companies
- Lower costs

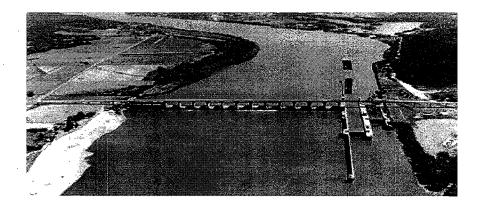




Phase II

Phase II of the Strategic Plan:

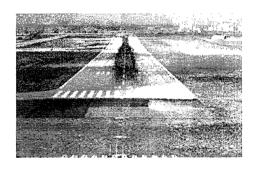
- -Recommend Ways to Improve the Financing Mechanisms for Infrastructure
- -Calculate Costs for Implementation Tactics in Phase I
- -Long-term Goals and Tactics



Federal and State Transportation Funding Recommendations

Modes

- Airports
- Highways
- Railroads
- Waterways











Federal and State Airport Funding Recommendations

End Diversions

- State sales tax on aviation related activities
- Funds used for airports only

Federal/State Lockbox

- Airport and Airways Trust Fund
- Newly Created State Aviation Account

Short Term Solutions

- Index federal aviation fuel taxes (avgas and jet fuel) to CPI (based on the previous year)
- Remove the Passenger Facility Charge cap on airports
- Maintain Airport Improvement Program at current levels and index to CPI (based on the previous year)
- Extend the federal ticket tax to airline charges for baggage and other airline ancillary fees



Federal and State Highway Funding Recommendations

End Diversions

- Federal highway fuel taxes
- State highway fuel and sales taxes
- Funds used for highways, bridges and maintenance only

Federal/State Lockbox

- Federal Highway Trust Fund
- State Motor Vehicle Highway Account

Short Term Solutions

- Index federal fuel taxes to CPI (based on the previous year)
- Index state fuel taxes to CPI (based on the previous year)
- Alternative fueled and electric car user fees

Long Term Solutions

 Study phase in of federal/state mileage taxes and phase out of federal/state gas taxes; and other unique source not yet identified

State vs. Federal Control

Devolution



Federal and State Railroad Funding Recommendations

Recommendations Under Development

End Diversions

- State sales tax on railroad related activities
- Funds used for railroad grade crossings or other rail projects only

State Lockbox

Newly Created State Railroad Account



Federal and State Waterways Funding Recommendations

End Diversions

- Federal Inland Waterways Trust Fund and Harbor Maintenance Fund
- State sales tax on waterways related activities and natural resources fees (Ohio River; Great Lakes);
- Funds used for waterways only (dredging, dredge material disposal, and breakwater maintenance)

Federal/State Lockbox

- Federal Inland Waterways Trust Fund and Harbor Maintenance Trust Fund
- Newly Created State Waterways Account

Short Term Solutions

- Index Federal tow boat taxes to CPI (based on the previous year)
- 30-40% increase in diesel tax (6-9 cents per gallon/26 to 29 cents per gallon)
- New Federal user fee, collected and administered by State, set on pleasure craft use on Ohio River and Great Lakes

Long Term Solutions

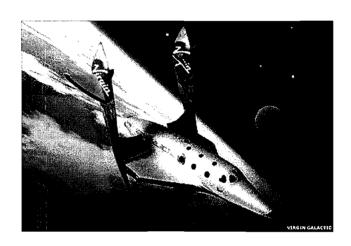
Study a move to a percentage of the diesel tax



Long Term Goals and Tactics

Topics Under Consideration

- Separate Truck Lanes
- High Speed Freight Rail
- Freight Exchange Centers
- Air-Rail Links
- Integrated Ports of Entry





Statewide Regional Partnerships

Statewide Regions

- Northwest
- Northcentral
- Northeast
- Central
- Southwest
- Southeast Indiana

Recruitment

10-20 logistics industry representatives from each region

Mission

- Forum that identifies regional logistics needs with statewide implications
- Act as the recognized entity to bring awareness to government leaders (Grasstops)
- Identify research needs for the transportation and logistics industry

Deliverables

- Feed statewide logistics needs to Conexus Indiana Logistics Council
- Regional strategic plans



Questions & Answers?

For more information, please contact David Holt, Vice President of Operations and Business Development, at (317) 638-2108, dholt@conexusindiana.com, or visit **ConexusIndiana.com**



Road Funding Mechanisms: Indiana and the Nation

Dennis Faulkenberg APPIAN

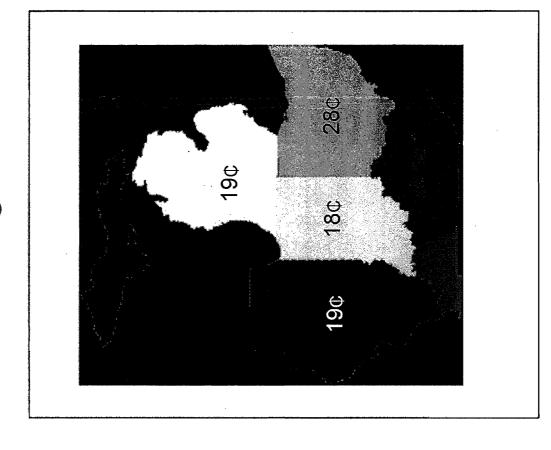
September 6, 2012

Exhibit E
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

Indiana's Road Funding

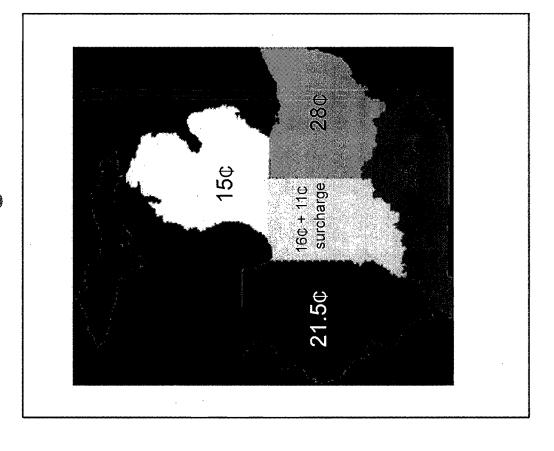
- Gasoline tax 18 cents/gallon
- Diesel tax 16 cents/gallon + 11¢ surcharge
- BMV fees
 - Registration/title/license fees
- Federal highway funds

Midwestern Funding Sources - Gas Tax

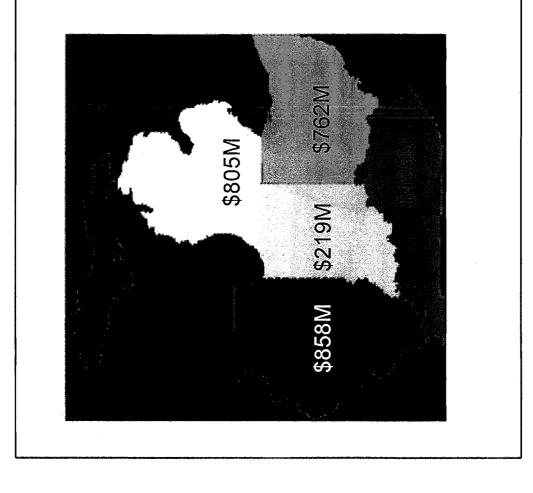


*variable based on average wholesale price

Midwestern Funding Sources - Diesel Tax

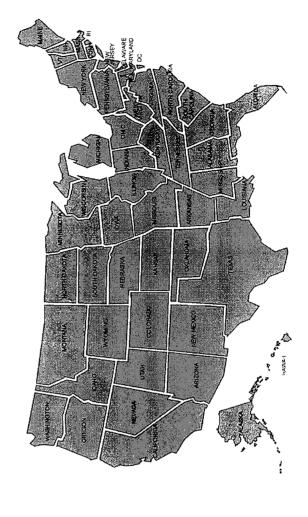


Vehicle and Motor Carrier Fees Used on Roads Midwestern Funding Sources –



National Tends Tunding Tends

- Taxes and fees
- Funding vs. financing
- Every state is having this conversation



National Funding Trends: Taxes

- All states have gasoline and diesel taxes
- Twelve states have some form of variable tax:
 - Seven have percentage sales tax
 - Remaining have indexed gasoline tax
- Alternative Fuel Vehicles
 - Twenty seven states have an alternative fuel tax
 - Nine states have a flat fee
- Other types of taxes include oil company taxes and gross receipts taxes

National Funding Trends: Vehicle Miles Travelled (VMT)

- Various VMT pilot projects
- Kentucky and 5 other states assess a type of VMT on heavy vehicles – tax on miles traveled and weight
- VMT is in place for trucks in Germany, Switzerland and Austria, scheduled Netherlands and Denmark
- VMT issues
 - Technology
 - Privacy
 - Federal prohibition

National Funding Trends: Fees

- Twenty three states have impact fees for transportation
- Another 23 use fines from traffic cameras
- Vehicle emission fees are used in Europe and Asia
- Other types used by states: inspection fees, rental car fees, vehicle weight fees, license fees

National Funding Trends: Non-traditional

- 32 states have enabling legislation for P3's
- 27 states have toll receipts from 150 facilities
 - Congestion pricing has been used
- 32 states supplement with on General Funds
- Bonding:
 - GARVEEs
 - Private Activity Bonds
 - State Bonding

What Can Indiana Do?

- We have evaluated a variety of solutions
 - Taxes and fees
 - Funding vs. financing
 - Clean up our current road user funding
- Fundamental funding principles should be:
 - Adequate and predictable funding
 - User fee based funding
 - Clean up the current funding system
 - Restore citizen trust that road use fees go to roads and streets

Fix the Current Road Funding Mechanisms Already in Place

- End diversions of fuel tax revenue
- Recognize that sales taxes on fuels are road use fees and deposit into MVH
- Apply a road use fee for all vehicles regardless of type of fuel used
- Keep taxes/fees current with inflation by indexing
- Evaluate the wheel tax enactment process
 - Consider incentives for locals to fully enact

Questions?

Dennis Faulkenberg APPIAN (317) 822-9207

POTENTIAL TRANSPORTATION FUNDING OPPORTUNITIES/TOOLS

	Local	Maximize Local Options and Existing Resources	As available, increase Wheel Tax/Surtax, CAGIT, COIT, CEDIT, LOIT (1,2,3) and dedicate to transportation.	TBD
	Local	Fare Increase/Increase in Employer Contributions	For transit and toll roads/bridges only.	TBD
	Local	City/Municipal Wheel and Surtax	For cities with a population greater than 20,000.	TBO .
	Lacal	Local Bonding/Borrowing/Tolling	Debt financing, institution of tolls on local assets.	TBD
	Local	Local Option Fuel Taxes	Permit local governments to levy taxes locally on fuel to dedicate to roads.	TBD
	Local	Regional TIFs :	Increased property tax revenue that results from a highway project(s) that is directed to pay for the specific highway project(s).	TBD
	State	Additional Tolling Options/Additional P3s	Tolling provisions authorized for new road projects or added capacity on existing projects. Tolling may also be done on a county level. Additional P3 opportunities and models.	TBD
	State	Auto Mechanic Fees	Fee assessed on vehicle mechanical services as well as purchases of parts and oil.	TBD
	State	Bonding/ Borrowing	Debt financing, state bonding and GARVEE (federal aid anticipation vehicle) bonds.	TBD
	State	Divert Other Revenue Sources for Transportation	May include income tax, general fund or gaming proceeds, for example. Amount varies, depending on type of revenue and amount of shift.	TBD
	State	Increase BMV Fees	New or increased transaction fee on BMV fees dedicated to roads.	TBD
	State	Increase Fuel Taxes	Increase Gasoline and Special Fuels Tax and/or index fuel tax rates annually to address inflation and fuel efficiency gains.	TBD
	State	Mileage Use Fee	Per mile road use fee assessed and dedicated to roads. Also known as Vehicle Miles Traveled (VMT) fee.	TBD
	State	Recycling Deposits	Fee assessed on certain recycled materials and dedicated to transportation.	TBD
	State	Shift MVH Expenses to State General Fund	Would increase Motor Vehicle Highway Account by \$190+ million.	TBD
	State	Shift Sales Tax on Fuels to Roads	The 7% sales tax gained would be dedicated for transportation.	TBD
	State	Tire Tax	Fee collected on the purchase of new replacement tires.	T8D
	State	Traffic Impact Fees	Permit fee assessed for developments that generate new traffic.	TBD
,	State	Unified Planning	Similar to planning done in Utah. Long-range planning that includes state roads, local roads and transit facilities. Comprehensive (addresses capacity, preservation, maintenance and operations). Developed cooperatively with the 4 Utah MPOs, Utah Transit Authority and UDOT.	TBD
	State	Weight Use Fee/Tax	Per ton mile road use fee. Exhibit F	TBD

^{*} Lacal aptions may require Legislative approval.

Exhibit F
Joint Study Committee on
Transportation and Infrastructure
Assessment and Solutions
Meeting #1 Sept. 6, 2012

						14		Pou	anii Ten	sportallon.	Elmanielno	Opposition	ili <i>gar</i> ioals	7.7								
	Estimated Available	Zûl 1 Actual BMV																				
formation Source	Revenue from	Reported Receipts	тво	TBD	тао	TBD	TBD	780	TBO	TBO	тво	TBD	тво	TBD	TBO	T80	тво	TBO	тво	TBD	тво	тер
				-		1		100		1								1				1
Responsibility	State and Local Action	Local Action	State and Local Action	Local Action	State and Local Action	Local Action	State and Local Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Astion	Slate Action	State Action	State Action	State Action	Slate Action	State Action
	Local Income	County Wheel			Local Option			State Toll		Auto Mechanic		Reallocation of Other		Increase Fuel	Mileage Use	Recycling	Redistribution of MVH	Reallocation of		Traffic (mpact	Unified	Weight-Use
	Taxes	Tax		Fare Increases	Fuel Taxes	Borrow, or Toll	Regional TIFs	Increase	State P3	Fees	Borrow	Resources	Fees	Taxes	Fees	Deposits	Expenses	Fuel Sales Tax	Tire Tax	Fees	Planning	Fee or Yax
Adams County	0	0.00																				
Municipality		0.00																				
Allen	0	6.787,016.27											İ									
County Municipality	0	6.787.016.27																				
Airport/Transit																				į		
Bartholomew	0	0.00																				ĺ
County Municipality	0	0.00																				
Benton	0	0.00																				
County	0	0.00																				
Municipality Blackford	0	0.00)																			
County	0	0.00															1					
Municipality Boons		0.00																				ļ
County	0	0.00															İ					į
Municipality																						ļ
Brown County	0	479,022.02 479,022.02																				
Municipality	1																					
Carroll	396,710																					
County Municipality	396.710	600.276.86	1																			
Cass	0												İ									
County Municipality	٥	943,978.86																				
Airport/Transit						İ																
Clark	0	0.00																				
County Municipality	0	0.00)	ļ																		
Clay	1,065,383																					
County	1,066.383	0.00)																			
Municipality Clinton	0	717,075.72																				ļ
County	0														į							
Municipality Airport/Transit																						1
Crawford	344.949	0.00)																			
County	344,949				1																	
Municipality Daviess	٥	593,618,65										4										Ì
County	0	593,618.65							1													
Municipality	4,270,596	0.00																				
Dearborn County	4,270,596			1												ļ.						
Municipality				1																		
Decatur County	0	580,935.98 580,935.98																				
Municipality	-	300,503.90		-	1															1		
DeKalb	0	0.00																				
County Municipality	0	0.00	1								,											Ì
Airport/Transit				1	İ												1					
Delaware		2.440,675.35		1	1																	
County Municipality	3,425,212	2.440.675.35												}								ļ
Airport/Transit																						İ
Dubois	0	799,836.09																				
County Municipality	0	799,836.09			1																	l

	Estimated	2			-			15000	AMERICAL STREET		wite many	(Oppulacija)	1012-5788010155 		i				ili di ma			
	Available Revenue from Available Rate	2011 Actual BMV Reported Receipts	TBD	TBD	TBD	TBD	TSD	тво	TBD	TBD	TBD	TBD	TBD	TBO	TBD	TBD	TBD	TBD	TBD	TBD	TBĎ	Т
lesponsibility	State and Local		State and Local		State and Local		State and Local														,	
	Action Local Income	Local Action County Wheel	Action	Local Action	Action Local Option	Local Action Local Bond,	Action	State Toll	State Action	State Action Auto Mechanic	State Action State Bond,	State Action Reallocation of Other	State Action	State Action	State Action Mileage Use	State Action Recycling	State Action Redistribution of MVH	State Action Reallocation of	State Action	State Action Traffic impact	State Action Unlifled	Stati
	Taxes	Tax	City Wheel Tax	Fare Increases	Fuel Taxes	Borrow, or Toll	Regional TIFs	Increase	State PJ	Fees	Borrow	Resources	Fees	Taxes	Fees	Deposits	Expenses	Fuel Sales Tax	Tire Tax	Fees	Planning	Fee
Airport/Transit Elkhart	0	4,359,950.46																				
County	0	4,359,950.46																				
Municipality																						
Fayette	0	577,956,78																				
County Municipality	0	577,956,78						į														
Floyd	3,456,580	0.00																				
County	3,456,580																					
Municipality													ļ									
Fountain	826,633																					
County	826.633	289,454.26																				
Municipality Franklin	o	0.00																				
County	ő		:																			
Municipality								Ì	ĺ													
Fulton	243,855								ĺ													
County	243,855	254.87																				
Municipality Airport/Transit						i						1										
Gibson	5,353,173	548,291.39																				
County	5,353,173																					
Municipality																						
Grant	0	0.00																				ļ
County Municipality	0	0.00																				
Greene	O	896,191.02						Ì														
County	0	896,191.02						ĺ														
Municipality								İ														
Hamilton	0	267.04		ĺ					١.													
County	0	267.04																	i i			
Municipality	4,249,062	1 901 241 60	İ																			
Hancock County	4,249,062																					
Municipality	1,210,002	1.037,047.00										İ										
Harrison	1,877,487	0.00										1										
County	1,877,487	0.00										1										
Municipality																						
Hendricks County	0	2.980,585.44 2,980,585.44																				
Municipality	۰	2,500,303,44															1					
Henry	D	1,190,864.66							1													
County	0	1,190,864,66						1	1													
Municipality		,										İ										
Howard County	1,460,772 1,460,772																					
Municipality	1,460,772	1.320,617,02							ĺ													
Huntington	0	0.00							ĺ													
County	0	0.00																				
Municipality	_																					
Jackson County	0	0.00											İ									
Municipality		0.00																				
Airport/Transit																						
Jasper	٥	0.00																				
County	0	0 00																				
Municipality Jay	0	345,946.79																				
County	0																					
Municipality	ľ	2.5.0.0.0							i								1					
Jefferson	5,108,863																					
County	5,108,863	0.00		i	1	1	•	1	ŧ	1	l .	1				i	,			1		1

	797 C	AND STATE OF THE S							KAN CHANCE STATE	NOTE STATE			7				F TO STATE OF THE			nog (in the contract of		
	Estimated					l		Post	Buchsen 	Stionetile,	ejustieine	ું <u>નુકાના કાર્યા</u>	nesarods 			. 12		A2	150	et we		
Information Source	Available Revenue from	2011 Actual BMV Reported			1																	
	Available Rate	Receipts	TGD	TBD	TED	TBD	TBD	TBD	TBD	CBT	Dat	TBD	TB0	YBD .	TBD	TBD	TBD	TBD	180	TBD	TBD	TBD
Responsibility	State and Local	Nacat Astur-	State and Local Action	Local Action	State and Local Action	Local Action	State and Local Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	Stale Action	State Action	State Action	State Action	Ctata Aatia	Charle Assess
	Action	Local Action	Action	Local Action	·		ACION		State Action			Real ocation of					Redistribution	1			State Action	State Actron
	Local Income Taxes	County Wheel Tax	City Wheel Tax	Fare Increases	Local Option Fuel Taxes	Local Bond, Borrow, or Toll	Regional TIFs	State Toll Increase	State P3	Auto Mechanic Fees	State Bond, Borrow	Other Resources	Increase BMV Fees	Increase Fuel Taxes	Mileage Use Fees	Recycling Deposits	of MVH Expenses	Reallocation of Fuel Sales Tax	Tire Tax	Traffic Impact Fees	Unified Planning	Weight-Use Fee or Tax
Municipality																						
Jennings County	0	0.00																				
Municipality	_																					
Johnson County		3,517,125,14 3,517,125,14																				
Municipality		ı									1											
Knox County	1,053,702 1,053,702																	1				
Municipality	1,000,702																1					
Kosciusko County	0	0.00							1				İ									
Municipality	U	0.00																				
LaGrange	0	298,040.32																				
County Municipality	ט	298,040.32																				
Lake	106.627.255																					
County Municipality	106.627.255	0.00													-							
Airport/Transit									ļ													
LaPorte County	6.041,930 6.041,930					1																
Municipality	0,041,530	0.00				1																
Airport/Transit Lawrence	1,817,333	1,170,932.32																				
County	1,817,333													,								
Municipality	0	2,997,788.27																				ļ
Madison County	0	2,997,788.27																				
Municipality																		Ì				
Marion County	0	12.479,881,24 12.479.881,24																				
Municipality																						
Airport/Transit Marshall	1,934,345	0.00																				
County	1,934,345	0.00																				
Municipality Martin	a	0,00							•													
County	0	0.00																				
Municipality Miami	758,569	0.00		Ì							-				-							
County	758.569								1				1									
Municipality Monroe		2,594,154.99									1							1				
County	0	2,594,154.99																1				
Municipality Airport/Transit	:																					
Montgomery	0																					
County	0	975.965.92																				
Municipality Morgan	686,718	810,847,99											1					[
County	586,718	810,847,99]														1				
Municipality Newton	734,678	0.00												ļ								
County	734,678	0.00															1					
Municipality Noble	0	581,972,59									(1					1				
County	0	581,972.59																				İ
Municipality Ohio	258.067	0.00																				
County	268,067	0.00																				
Municipality	1		İ						1	l	ļ		1					į.				

77.5	7		100		A. C. C. C.			100	miemeni	Sportalitens	analisii o	(e) 010014(III)	ities/Tools	manager 2		Contract to	de la	Time and	100	F 1000	12 mag	
	Estimated Avaitable	2011 Actual BMV			The second secon			pe					The second secon								***************************************	
rmation Source	Revenue from	Reported																				l
	Available Rate	Receipts	TB0	TBD	TBO	TBD	TB0	TBD	TBD	TBD	TBD	T80	TBD	TED	TBD	780	TBO	TBD	TEO	TBD	TBO	ТВ
ponsibility	State and Local		State and Local		Slate and Local		State and Local										_					
	Action	Local Action	Action	Local Action	Action	Local Action	Action	State Action	State Action	State Action	State Action	State Action Reallocation of	State Action	State Action	State Action	State Action	State Action Redistribution	State Action	State Action	State Action	State Action	State A
	Local Income	County Wheel	CIE-110 1 T	r	Local Option	Local Bond,	Dawlers I Tife	State Toli Increase	State P3	Auto Mechanic Fees	State Bond, Borrow	Other Resources	Increase BMV Fees	Increase Fuel Taxes	Mileage Use Fees	Recycling Deposits	of MVH	Reallocation of Fuel Sales Tax	Tire Tax	Traffic Impact Fees	Unified	Weight Fee or
Drange	Taxes	Tax 0.00		Fare Increases	Fuel laxes	Borrow, or Toll	Regional LIFS	Increase	State PJ	rees	ROLLOM	Resources	rees	laxes	rees	Deposits	Expenses	ruei Sales Tax	ire iax	rees	Planning	reeor
County	0	0.00																				
Municipality																				Į į		
Owen	0	308,224.98																				
County	0	308,224.98																1		1		
Municipality Parke	0	285,378.34											1							[
County	a	285,378.34											1									
Municipality																				4		
Perry	o	278,490.03		1																		
County	0	278,490.03											1							1		
Municipality										Ī								1				
Airport/Transit Pike	2,236,852	0.00											1									
County	2,236,852														İ			1		(
Municipality	2,255,002	5.00																				İ
Porter	32,476,914												1					1		1		
County	32.476.914	0.00		Î	ļ															(
Municipality													l									
Airport/Transit		562,872.90		1														1		ļ .		
Posey County	0	562,872.90																				
Municipality	Ĭ	002,012																ì		1		i
Pulaski	0	0.00		1														1				
County	0	0.00																				
Municipality				1																1		
Putnam County	0	579,454.33 579,454.33																		i .		
Municipality	Ĭ	373,434.53											Ì									1
Randolph	0	447,091.79																				
County	0	447,091.79	•																			
Municipality				i														1				
Ripley	0	0.00		!									1									·
County Municipality		D.00																				i
Rush	D	515,091.56																				
County	o,	515,091.56		l									İ]		
Municipality													1					ŀ				
Scott	0	0.00		1																		
County Municipality	0	0.00		1																		
Shelby	0	1,294,736.09																		1		1
County	0																					İ
Municipality																		i				į
Spencer	818,352																					
County Municipality	818,352	0.00																				į
St Joseph	0	5,607,789,42																				1
County	o o																					
Municipality																	1					į
Airport/Transit																						
Starke	833,581	0.00																				İ
County Municipality	833,581	0.00																		1		1
Airport/Transit																				[1
Steuben	0	0.00																				į
County	0	0.00																				1
Municipality																						
Sullivan	3,310,725												Ì									
County Municipality	3,310,725	383,714,45		1																[
monicipanty	:			1	:																	;

Maria	150 m			19/2/2		V 1		1600	en arche de la como la	sparation	Financing	@/e/e/e/e////	Hes/Fools		à .au	<u> </u>	Mar.			7	4.0	2
	Estimated																					1
formation Source	Available Revenue from	2011 Actual BMV Reported																				
	Available Rate	Receipts	780	TBD	TBD	тво	TBD	TBD	T80	TBD	TBD	TBD	TBO	TBD	TBD	780	760	760	TBD	TBD	TBD	TBD
lesponsibility	State and Local Action	Legal Action	State and Local Action	Local Action	State and Local Action	Local Action	State and Local Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Action	State Actio
		1	Action	Lucai Action				N	Sidle Action			Reallocation of		1			Redistribution	1		1	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-
	Local Income	County Wheel			Local Option	Local Bond,		State Toll		Auto Mechanic	State Bond,	Other	Increase BMV		Mileage Use	Recycling	of MVH	Reallocation of		Traffic Impact	Unified	Weight-Us
	Taxes		City Wheel Tax	Fare Increases	Fuel Taxes	Borrow, or Toll	Regional TIFs	Increase	State P3	Fees	Borrow	Resources	Fees	Taxes	Fees	Deposits	Expenses	Fuel Sales Tax	Tire Tax	Fees	Planning	Fee or Ta
County		0.00			-																	
Municipality					-							1										
Tippecanoe	8,005,331															ì				1 1		
County	8,005,331	2.579,184,69											ĺ	į.								
Municipality	1	l																				
Airport/Transit	1																			i i		
Tipton	•	100,000										Ī								1		
County		499,684.42														l]		1 1		İ
Municipality		(l											ĺ		1						İ
Union		238,746.91																				
County		238,746.91																				
Municipality	1						!			1]		Ì
Vanderburgh		1.301,527.85												Ì						1		
County		1,301,527.85											1									
Municipality)												1						1		
Airport/Transit	1				-							ļ										
Vermillion	3,358,335	231,876.13																				
County	3,358,335	231,876,13																		1 1		
Municipality		İ																1				1
Vigo		1,335,946.16														1						ĺ
County												į.										İ
Municipality	1	1,000,010]				
Airport/Transit																						
Wabash	١ ,	0.00																ĺ		1		
County		0.00												1								1
Municipality	1	1 0.00								i		i i			į							
Warren	1 ,	0.00																		1		
County		0.00											Į									
Municipality	1	0.00					i i						1							1		ļ
	12,089,556	817,730.80														l						1
Warrick																						1
County Municipality	12.089.556	817,730.80										#										
	1 .	0.00												1	į			}				-
Washington		0.00											ĺ	1								
County	1	0.00			1									1								1
Municipality												1		1		1						1
Wayne		0.00			İ					1		•	l					1				i
County	1	0.00												1	į							
Municipality																				(
Wells	1	324,795,31												1		ì						1
County	1	324,795,31			ļ					Ì												1
Municipality					i i					İ		-		1				1				İ
White	1	0.00										į										
County	1	0.00								1										Į i		İ
Municipality			Ì										į	İ								į.
Whitey	323,801													1								
County	323.801	437,384,26					!			1								(
Municipality	i		1		1	ļ	: 1		1	i		ł	1	1	1	1	:	1		1		£